IN THE ABSTRACT:

Please amend the abstract as shown below.

ABSTRACT

A dry multiple-disk clutch for transmitting power from the crankshaft of a motorcycle to a transmission input shaft and cutting off power transmission includes an outer clutch member interlocked with the crankshaft so as to be driven for rotation, a plurality of driving friction disks interlocked with the outer clutch member, a plurality of driven friction disks alternated with the driving friction disks and interlocked with the transmission input shaft, and a pressure member disposed opposite to the outer clutch member with the driving and the driven friction disks arranged alternately between the outer clutch member and the pressure member, and capable of moving in opposite axial direction to compress the driving and the driven friction disks together and to disengage the driven friction disks from the driving friction disks. ~~The dry multiple-disk clutch is designed so as to control the generation of hitting sounds that is caused by the collision of the external teeth of the driving friction disks against the edges of parts of the side wall of the outer clutch member defining the slots in [[the]] a conventional dry multiple-disk clutch.~~ Additionally, [[S]]strap plates are disposed between a peripheral part of the outer clutch member and a peripheral part of the driving friction disks so as to be substantially tangent to the circumferences of the driving friction disks, and connect the respective peripheral parts of the outer clutch member and the driving friction disks to transmit the rotation of the outer clutch member to the driving friction disks.